means of elevating their thoughts and habits. We hail with pleasure the facilities which the board of trustees have afforded, and trust that the boon will be eagerly embraced, and that the visitors will shew their grateful acknowledgments by in no way abusing the privileges so generously granted to them.

The *Hull Advertiser*, in an article on Mr. Joseph Hume, M.P., refers with just praise to his endeavours to obtain for the humbler classes free admission to our national monuments, with a view to enlarge their sympathies, purify their tastes, and exalt the standard of their moral feelings; and, we are delighted to add, with most gratifying success. Principally through the exertions of a society of which he is chairman, and which numbers amongst its members Lord Francis Egerton, Lord Lowther, Lord Worsley, Lord John Manners, Mr. Hunt, and others, many of the national edifices hitherto closed against the working classes, by reason of the fees charged for viewing them, are now either wholly or partially open for some days of the week free of any charge whatever. For instance, the British Museum is open free three days in every week; the National Gallery is free four days; St. Paul's and Westminster Abbey (except the chapels) are free every day; the Society of Arts is free five days; Hampton Court Palace six days; the Woolwich Models every day; the Norwich Cathedral an hour daily; the Bath and Wells Cathedral every day; the Durham Cathedral (except the chapel of the Nine Altars) every day; and the whole of the treasures of the Tower of London can now be inspected for one shilling, instead of eight times that sum. Liverpool admits its mechanics to its Botanical Garden two days in the week, free of expense; the Royal Botanical Garden of Edinburgh is open free to all applicants; and the Dublin Botanical Garden is accessible to the peasantry, free of charge, two days in every week. Mr. Hume urges that fifteen years' experience has satisfied him that the people, when admitted free to cathedrals, museums, and gardens, uniformly conduct themselves with the greatest propriety; and that the effect upon them, mentally and morally, is of the most gratifying description. They acquire habits of personal neatness in dress, politer forms of speech and deportment, a greater love of order, and a general desire to extend the boundaries of whatever knowledge they may possess. The more imperfect their own acquirements may appear, the more eager are they to obtain a better education for their children.

JOTTINGS ABOUT RAILWAYS.

A NEW project has been started during the past week, having for its object the supply of city and West-end accommodation to passengers arriving in London by the existing railways, as well as by several projected lines when finished. The plan contemplates the erection of an esplanade on the site now occupied by the coffer dam in front of the New Houses of Parliament: we copy the following relating thereto from the prospectus:—"It appears that some who have not sufficiently studied the matter think that it is impossible to pass before the New Houses of Parliament without eliciting the opposition of the several branches of the legislature. No objection can be more futile. On the contrary, when the project is fully developed by the plans and sections, the support of both Houses may be confidently calculated upon. It will give to the building a grand esplanade of 70 feet in width in front of the towers, and 100 feet in the centre, instead of a narrow inclosed slip 30 feet wide, confined between the two projecting towers, to which the public can have no access. Here is a façade, the grandest, for its extent and beauty, in the world, elaborately sculptured by artists of the first ability, at an enormous expense, which, if the present terrace be not widened, will be lost to public observation, inasmuch as the only place from which a sight can be obtained will be from the centre of the river, where the beautifully finished carving cannot be appreciated. To accomplish this object it is proposed to carry out an esplanade on the site now occupied by the coffer dam. The esplanade will be on the same level as the present terrace, and below this terrace the railway will be inclosed in a tunnel 14 feet in height, made perfectly watertight below, and lighted in front by openings above the water level. This tunnel will, of course, be out of sight, and there will be no noise or smoke to indicate the passing of the train; in fact, no member of either House will be aware of the progress of the carriages. In the same manner the Marquis of Westminster's property may be passed, the top forming a grand terrace, 70 feet wide, next the river, which cannot be otherwise than a great desideratum to the property. As to the wharf property, that will also be greatly improved. It is not proposed to interfere with the waterway at all. The railway will be some distance from the present frontages, and carried upon arches of from 60 to 100 feet span. It is only necessary to add that all these great objects may be accomplished without taking down ten buildings, either dwelling-houses or warehouses." The project has been named the Surrey Grand Junction Railway, and the capital required is 500,000*l.*——Mr. Hudson has promised that any antiquities discovered in constructing the Newcastle and Berwick Railway shall be presented to the Society of Antiquaries, Newcastle.——The local papers of the West report that Mr. Frederick Ricketts, chairman of the Bristol and Exeter Railway, has within a very recent period added not less than 160,000*l.* to the balance at his bankers.——At a meeting of the Grand Junction Railway Company, held a few days since, when the directors proposed to endow the new church at Crewe with 60*l.* or 80*l.* a year, the meeting carried unanimously the motion "that the directors be empowered to endow the church with such a sum as should be satisfactory to the bishop in order to its consecration, and also that they pay the clergyman to be appointed such a further annual sum, so that he receive not less than 200*l.* per annum." The *Railway Chronicle*, in commenting on this exemplary and munificent proceeding, well observes:—This liberal act is one among many signs—the testimonials to Stephenson, Hudson, Saunders, and others—which seem to foretell that great, noble and national deeds and works, incidental only to railways, will come out of railways; such works as may chance to compete with our ancient cathedrals. Railways are the corporations of our time, which have the most real life and energy in them, and, like the corporations of olden time, will do noble deeds. Though their first object is professedly a selfish one, the selfishness very soon ceases to be paramount, and becomes associated with larger and nobler objects.——The Tunbridge Wells line, a new tributary to the traffic of the South-Eastern Railway, of about five miles in length, was opened last week. At present the line extends only to the temporary station at Jackwood Spring. The permanent station will be in the centre of the town, and will be approached by a tunnel 800 yards long. The works are heavy. There have been half-a-million of yards of earthwork chiefly in rock. An elegant viaduct, 254 yards in length, with 30 arches, carries the line over Powder-mill valley. The line is a curiosity in railway construction, from the fact of its having been commenced twelve months before the Act was obtained, and of its being completed within a few weeks from receiving the royal imprimatur. It is a double line; has cost, including land, 100,000*l.*, and the extension to Tunbridge Wells will be 80,000*l.* more. Mr. Hoof is the contractor, and Mr. Barlow, son of the Professor, has the credit of having carried through the engineering department in a satisfactory manner.——The greatest novelty in railway literature is a pamphlet entitled "New System of Locomotion, without Tunnels, Bridges, Rails, Steam, and Accidents, by Thomas Parkin." The *Times* having ventured to treat the *New System* as a hoax, the author, full of conscious innocence, has referred for the contrary, "to all the periodicals of London and Paris, as well as to all the ambassadors in Paris, and fifty mayors in France."——A special general meeting of the Regents' Canal Company is called, to take into consideration a proposal which has been made to this company, for the purchase of the canal property, with a view to the construction of a railway on the same line.——There have been lately some narrow escapes owing to the doors of railway carriages flying open when leaned against, in consequence of defects in the locks which fasten them. In the carriages on the Hague and Rotterdam railway this is entirely prevented by very simple means. In addition to the usual lock; each door is provided with a stout bolt or lever, working on a joint, which, when the door is closed, drops into a socket attached to the door-facing. This simple apparatus provides an almost certain preventative against accidents from the cause we have mentioned, and ought to be adopted on all railways.——The model of a very simple but ingenious contrivance for the purpose of enabling the guards of a train to communicate instantly with the engine driver, in case of any danger being perceived, was exhibited on Saturday evening last, at the Bristol terminus of the Bristol and Birmingham line, by its inventor, Mr. J. K. Williams, the superintendent of the line. The machine consists of a large box having on its top a sonorous bell, which is struck like the bell of a clock. Within this box is a piece of clock-work, precisely similar to that of an alarum, and a red lamp for foggy weather or night; and from the box, which is intended to be affixed to the nearest carriage to the engine, ropes proceed over the roofs of the various carriages to the guard's box, who, upon perceiving any signal of danger or obstruction on the lines, has only to pull the cord, and the large bell is instantly rung, and the red lamp shewn, if at night: or a large board with the word "stop" upon it flies up.——The electric telegraph is now being laid down on the Grand Junction Railway, from Liverpool to Birmingham, and to Manchester and Cheshire; and we understand, that, under certain restrictions, the telegraph will be made available for commercial purposes.——A terminus for her Majesty's special use has just been finished at Gosport, and was used for the first time by the ministers proceeding to Osborne House, to form a cabinet council on Saturday last. The cost is under 8,000*l.* Such an outlay is very loyal generosity on the part of the South-Western.——The eminent benefits which Mr. Hudson, by his energy and talents, has conferred upon the public in regard to railway matters were not likely to remain unacknowledged and unrewarded. The committee appointed for carrying out the proposed testimonial to that gentleman, have announced, that in pursuance of resolutions passed at meetings recently held of the Midland, York, and North Midland, Newcastle, and Darlington, and Great Newcastle and Berwick Companies, that they have determined that the best mode of offering a suitable testimonial to Mr. Hudson, in acknowledgment of his services to the public and the railway world, is to raise a fund by individual subscription, rather than by grants of money from the public stock of the companies. Nearly 5,000*l.* has already been subscribed amongst forty of the shareholders, subscribing 100*l.* each, and three of them 200*l.*, namely—Sir John Lowther, Bart., M.P., Mr. Alexander Dunlop, Largs, and Mr. Graham Hutchinson.

WORKS IN THE PROVINCES.

LANSDOWNE Tower, near Bath, designed and executed under the superintendence of the late William Beckford, Esq., is to be disposed of by auction, early in November next.——During the progress of the restorations now going on in Romsey Abbey Church, it was found necessary to remove a few feet, a large slab of Purbeck stone, measuring nearly 12 feet in length. It was supposed to cover some relic of antiquity, and was found, on raising it, to have formed the massive cover of a stone coffin, containing the skeleton of a priest, in a state of remarkable preservation, considering it to have been a deposit of the early part of the 13th century.——The ceremony of laying the first stone of a new church at Zeals, in the parish of Mere, Wilts, took place on Thursday, the 11th instant. It is to be dedicated to St. Martin. The design is by Messrs. Scott and Moffatt.——A stained-glass window has recently been put in the chancel of Newtontoney Church. The design was by a neighbouring clergyman, the subject being the calling of St. Andrew, in whose name the church was consecrated. The work was executed by Messrs. Ward and Nixon, with the exception of the principal figures, which were painted by the Dowager Lady Malet, of Wilbury House, who is the munificent donor of the whole.——The contract for the additions to and alterations in the convict gaol at Spring-

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